

REMARKS

Reconsideration of the application is requested.

Claims 11-18 remain in the application. Claims 11-18 are subject to examination. Claim 11 has been amended.

Claims 19-21 have been canceled.

In item 2 on pages 4-9 of the above-identified Office Action, claims 11-20 have been rejected as being fully anticipated by U.S. Patent No. 6,609,419 to Bankart et al. (hereinafter Bankart) under 35 U.S.C. § 102.

Claim 11 has been amended with the features of claim 21. In addition, the term "receiver" has been modified to "central receiver". Support for the term "central receiver" is shown in Fig. 3 and found on page 12, lines 6-9 of the specification of the instant application.

In item 6 on pages 10-11 of the above-identified Office Action, claim 21 has been rejected as being obvious over U.S. Patent No. 6,609,419 to Bankart et al. (hereinafter Bankart) under 35 U.S.C. § 103.

As shown in Fig. 1 of Bankart, a sensor module 1 provides tire pressure data to a wheel antenna 2 which in turn is

coupled to a fixed antenna 3 and transmits the tire pressure data to the fixed antenna 3. The fixed antenna 3 in turn is connected to a relay module 4 for analyzing the tire pressure data and the results can be displayed on the display module 5. In addition, the fixed antenna 3 supplies energy to the wheel antenna 2 and the sensor 1. The data signals and energy signals can be sent by capacitive or magnetic coupling. In either case, the means are both by non-contact measures and use the two conducting plate antennas 2, 3 separated by an air gap. In other words, the two antennas 2, 3 are coupled by air as explained in Bankart, column 7, lines 17-46. The relay module 4 sends an AC signal to the fixed antenna 3 which induces a voltage in the wheel antenna 2 which supplies energy to the sensor 1. In essence, Bankart teaches an antenna - air gap - antenna coupling in the signal system. Furthermore, and highly significant, there must be one relay module 4 and one fixed antenna 3 disposed in the vicinity of each wheel antenna 2 to transmit the energy signals. The two antenna 2, 3 must be in close proximity to each other and be directly coupled to each other (see column 7, 39-61).

In contrast, the invention of the instant application teaches that a radio signal is emitted by a first antenna

2 that is coupled into a conductor 3, 6 (e.g. the car body), transmitted along the conductor, and coupled out of the conductor as a radio signal into a second antenna 5 and vice versa. It is clearly noted that there is no direct coupling necessary between the two antennas 2, 5 in the invention of the instant application. Rather, the conductor is inter disposed between the antenna in the data transmission path. In other words, the two antennas 2, 5 do not have to be in close proximity to each other. Furthermore, in the invention of the instant application, as recited in claim 11, a central receiver is all that is needed. In contrast, and as noted above, Bankart teaches the need for four receivers 3, 4, one for each wheel (column 7, lines 51-54).

A feature of the invention of the instant application is that the vehicle body functions as the data bus. The Examiner is believed to be stating that since the metal casing of the sensor module 1 of Bankart has its ground connection provided by the wheel well 28 that this reads on the conducting element recited in claim 11 of the instant application. It is agreed that the wheel well 28 does indeed provide the electrical ground connection for the sensor module. However, no useful information signal or energy signal is coupled out of the wheel well 28 for

further analysis or an energy source as occurs in the invention of the instant application. The wheel well merely functions as a ground connection and not as a data bus.

In contrast, claim 11 of the instant application recites that the electrical field is first coupled into the conductor element being electrically insulated from ground and then the electric field is coupled out from the conductor element. First, the wheel well 28 of Bankart cannot read on this feature as it would destroy any signal because it is ground and not insulated from ground.

Second, the conductor element of claim 11 of the instant application is disposed between the antennas. In Bankart, an air gap is disposed between the antenna. It is further believed that an air gap is not an electrically conducting conductor element. Third, the transmission path of the invention of the instant application functions as antenna - arguably a coupling gap - conductor - arguably a coupling gap - antenna. In contrast, Bankart's transmission path is antenna - gap - antenna. Simply put, there is no electrical conductor disposed between the antennas in Bankart.

In summary, Bankart teaches a wireless coupling between the antennas 2, 3 and the coupling is only by air and requires four receivers/antennas. In contrast, in the invention of the instant application, a part of the signal path between the two antennas is formed by a conducting element, namely a vehicle body part and therefore a central receiver is only needed and the antennas do not have to be directly coupled.

For the above stated reasons, Applicants respectfully request that the Examiner withdraw the rejection.

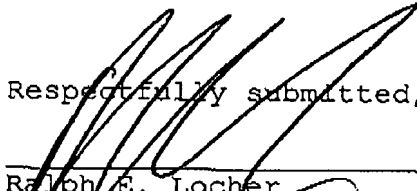
It is accordingly believed to be clear that none of the references, whether taken alone or in any combination, either show or suggest the features of claim 1. Claim 1 is, therefore, believed to be patentable over the art. The dependent claims are believed to be patentable as well because they all are ultimately dependent on claim 1.

In view of the foregoing, reconsideration and allowance of claims 11-18 are solicited.

Please charge any other fees that might be due with respect to Sections 1.16 and 1.17 to the Deposit Account

of Lerner Greenberg Sterner LLP, No. 12-1099.

Respectfully submitted,



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